Traffic Congestion

Traffic Congestion . . .

Railroad officials report there are an average of 70 coal and freight trains a day on the BNSF railroad tracks, blocking traffic and pedestrians up to 5 hours in a 24 hour period.

The train blockage problems show up in many ways.

Emergency services, such as police, fire and ambulance, can face serious delays.

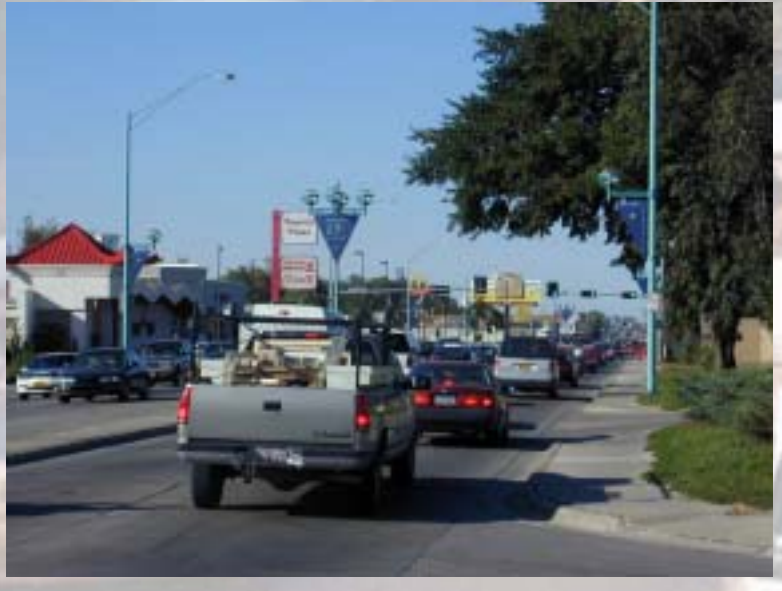
Blocking businesses and commerce up to 5 hours daily is also costly.

Pedestrian traffic is also a major issue.

For decades, the University of Nebraska-Lincoln has worked to solve the pedestrian-auto conflicts along 16th & 17th Streets on the City campus.

The new Antelope Valley north/south roadway would travel along the east edge of the university and downtown, reducing daily vehicle trips cutting through the campus by 23,000.

Traffic Congestion . . .

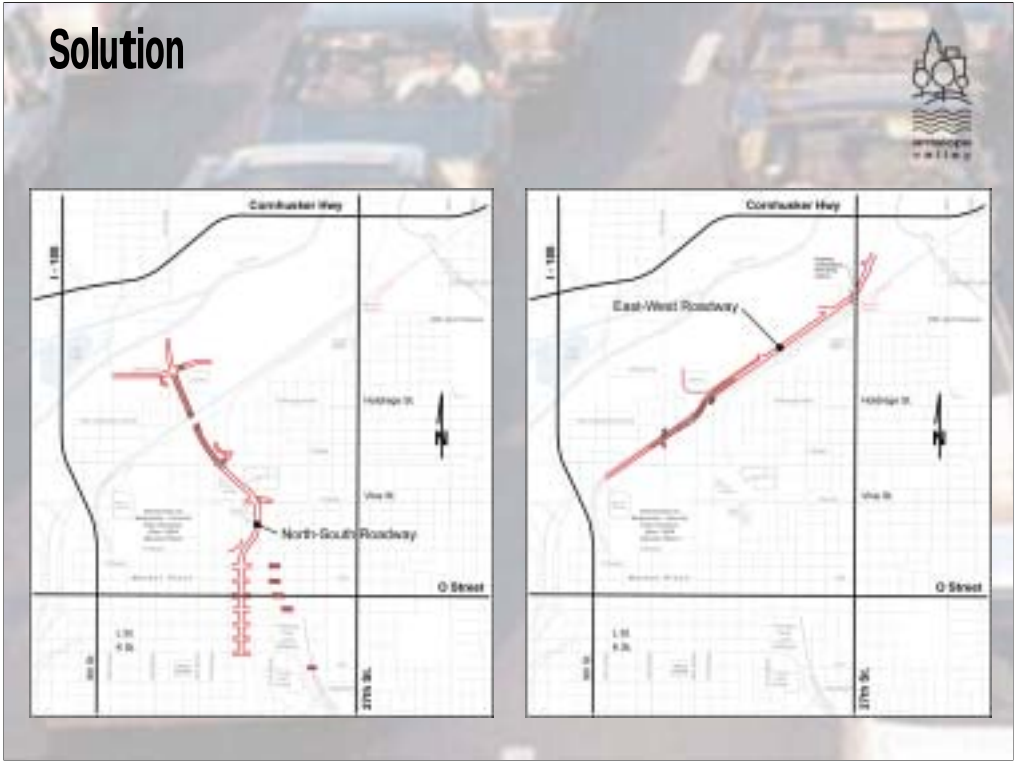


Traffic flow between northeast Lincoln and downtown continues to be a problem. Traffic congestion along northeast streets is projected to increase with additional commercial shopping areas and employments centers in the northeast areas.

Traffic Congestion . . .

The additional traffic has caused commuting cars to cut through established residential areas.

Solution



The Solution: construct two new roadways. A north/south roadway from K and L streets to N. 14th Street west of the Bob Devaney Center and a new east/west roadway from 9th and 10th streets to N. 27th Street.

The North/South Roadway will primarily travel along 19th street.

Looking south along the north/south Roadway you can see 19th & “O” Street intersection in the background.

The new landscaped boulevard street will not only move about 50,000 vehicles per day. It will also provide a new image street to attract office and commercial users.

This picture shows the Beadle Center on the left and Malone Center on the right.

This is where the new waterway and north/south roadway come together.

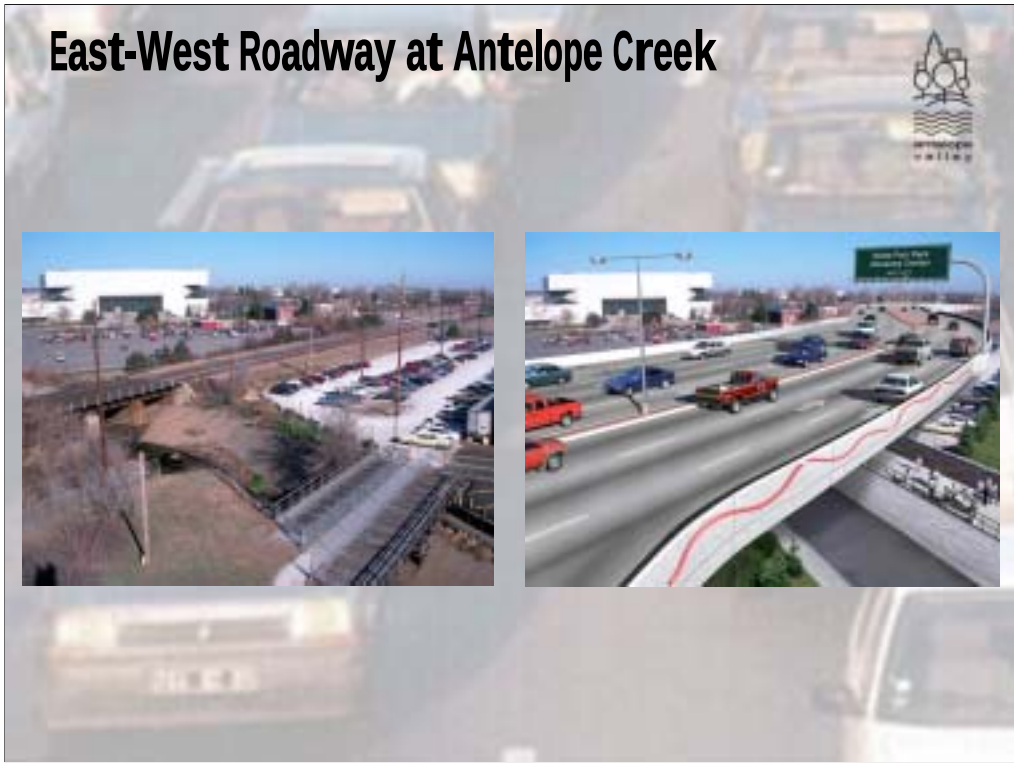
The roadway will provide a more defined east and north boundary between the University and surrounding neighborhoods.

The existing 10th Street bridge is shown in the foreground.

In the future, the east/west roadway will be built and the new “X” shaped bridge in the background …….

will be the intersection of the two new roadways.

The “X” bridge will allow traffic to go over the railroad tracks and permit the closure of the N.14th and N.17th Street at grade rail crossings.



The new east/west roadway will provide new circulation to the downtown and the University.

The roadways will also provide new entry points to both the University and State Fair Park.

The new six lane roadways will provide necessary traffic flow to N. 27th Street……

along the south edge of State Fair Park

After completion of the east-west roadway to N. 27th Street, the Antelope Valley vision shows additional roadway improvements, eventually connecting Cornhusker Highway, N. 33rd Street, Superior Street, Adams Street and Leighton Avenue.